Nizamuddin Stations. The terminals is also well integrated with inter-state bus terminal as well as Delhi Metro Railway Corporation.

Recommendations of Security Review Committee

†1797. SHRI KAPTAN SINGH SOLANKI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that majority of train accidents happen due to negligence of railway employees;

(b) if so, the details thereof;

(c) whether her Ministry is concentrating on other things instead of increasing the efficiency of its personnel; and

(d) the view of her Ministry on the recommendations of Railway Security Review Committee constituted in 1998?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI E. AHAMMED) : (a) and (b) Out of a total of 177 consequential train accidents in the year 2008-09, 73 such accidents were caused due to failure of railway staff. In the current year from April to 15th November 2009, out of 93 consequential train accidents, 40 were attributed to failure of railway staff.

(c) No, Sir. In addition to measures taken to improve the efficiency of staff by way of emphasis to training including induction, promotional and in-service refresher courses, steps have been taken for adoption of suitable modern technologies for up-gradation and maintenance of track, rolling stock, signalling and interlocking systems, to further enhance the efficiency.

(d) Railway Safety Review Committee was constituted in the year 1998 under the Chairmanship of Justice H.R. Khanna to review the implementation of the recommendations of all previous accident inquiry committees, to examine the adequacy of existing organization and practices for safe running of trains and to suggest safety measures, etc. The Committee in its report made 278 recommendations on various aspects of working of Indian Railways, out of which 239 were fully/partially accepted by the Ministry of Railways. Out of 239 accepted recommendations, 208 have already been implemented and the balance 31 recommendations are under various stages of implementation. 39 recommendations of the Committee related to retirement age, allowances, educational qualifications for recruitment, amendment to Trade Union Act, reduction of staff strength, stopping appointments on compassionate grounds to safety category posts, etc. were not found feasible for acceptance.

Electrification of Jaipur-Phulera, Jaipur-Dausa sections, etc.

†1798. SHRI LALIT KISHORE CHATURVEDI: Will the Minister of RAILWAYS be pleased to state:

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†Original notice of the question was received in Hindi.

(a) whether Government would accord approval for electrification necessitated by doubling of Jaipur-Phulera, Jaipur-Dausa-Bandikui, Rewari-Alwar sections of North-Western Railway and Ajmer-Phulera of Rewari-Ajmer section; and

(b) whether approval for electrification of Bandikui-Agra section would also be accorded?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI E. AHAMMED) : (a) to (b) Electrification of tracks is considered primarily on traffic volumes, economic viability and operational necessity. At present, there is no proposal to electrify Jaipur-Phulera, Jaipur-Dausa-Bandikui, Rewari-Alwar, Ajmer-Phulera of Rewari-Ajmer section and Bandikui-Agra sections of North Western Railway.

Removal of Chairmen of All Railway Recruitment Boards

1799. SHRI MOHAMMED AMIN:
SHRI TAPAN KUMAR SEN:

Will the Minister of RAILWAYS be pleased to state:

(a) whether all the serving Chairmen of Railway Recruitment Boards have been removed recently;

(b) whether they had a fixed term to serve;

(c) if so, whether they have been removed before time because of their acts of omission/commission;

(d) if so, the types of charges against them; and

(e) if not, the reasons for their removal?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI E. AHAMMED) : (a) No, Sir. The officers working as Chairmen, Railway Recruitment Boards have recently been transferred to their respective cadres.

(b) There is no fixed tenure.

(c) No, Sir.

(d) Does not arise.

(e) The officers are transferred due to administrative exigencies. Group 'A' Railway Officers have All India Service Liability as laid down in the Recruitment Rules and acceptance thereof is a precondition before accepting appointment on the Railways. Moreover in terms of Rule No. 226 of the Indian Railway Establishment Code Vol.-I which are statutory Rules framed by the President under Article 309 of the Constitution of India, Group 'A' officers can be transferred from one Railway/Unit/Organization to another in administrative interest by the Competent Authority.

Financing the cost of land acquisition for ROBs in Kerala

1800. SHRI K.E. ISMAIL:
SHRI M.P. ACHUTHAN:

Will the Minister of RAILWAYS be pleased to state: